

## SEVENTEEN DROWN AS LIFE LINES FAIL TO REACH WRECKS

Men on Stranded Barges Swept  
Into Sea Off Massachusetts  
Coast.

CAN'T LAUNCH BOATS.

Surf Crew Battles Vainly to  
Rescue Victims on Reading  
Railroad Craft.

HIGHLAND LIGHT, Mass., Jan. 10.—

In the wreck of three Reading Railroad barges on the dreaded Peaked Hill bar, a shoal that juts out to sea from the tip of Cape Cod, seventeen men lost their lives early today. The barges, coal laden, were the Corbin, Pine Forest and Treverton. In the Corbin, the two lifeboats, they were bound from Philadelphia to various New England ports, and while rounding Cape Cod ran into the teeth of a terrific gale.

The howling "norther" was lashing the coast with enormous seas. The big barges were whipped about like chips till their towlines snapped. Then they were borne headlong on the Peaked Hill knuckle of the cape, probably the worst lee shore on the New England coast. The tug was helpless to go in to the rescue, owing to the reefs.

The Treverton was the largest barge of the three and carried a crew of seven men, all of whom were lost. F. L. Brown of Lincolnville, Me., was skipper of the barge, which was bound for Portland. The bodies of two of the Treverton's crew were washed ashore at 1 o'clock. By that time the barge was breaking up and not a soul could be seen on her sea-piled decks.

There was still moonlight on the waters when the hapless fleet of barges rounded the Cape and came in view of the life-saving stations at Highland Light, Peaked Hill and Race Point. The crews of these stations strove valiantly to launch their boats, but each time the gale tossed them back. All efforts to shoot a life to the foundered barges were vain.

**Cling to the Rigging.**  
The barge Pine Forest, the smallest of the tow, carried a crew of five men. M. W. Hall of Provincetown commanding. She was bound for Marblehead. After a few minutes in the rigging, where they were drenched with icy seas, the Pine Forest's crew launched a dory. The life-savers saw the tiny boat shoot high up on the crest of a foaming wave, then vanish amid a bursting shower of spindrift.

The barge Corbin, bound for Portsmouth, N. H., also carried a crew of five. C. M. Smith of Philadelphia in command. The life-savers say this barge saw a sun on the decks of the Corbin before or after she struck the bar. She seemed to be in the worst place of the storm-tossed waters and her crew were probably washed into the sea before she struck.

When dawn came up on the still, tumultuous waters only the battered hulks of two barges could be seen. The third barge, deep on the reef, was made out after the barge Treverton had floundered the pounding of the breakers.

The life-savers thought they could make out two men clinging to the rigging. They were very dim outlines, though, and soon disappeared.

It was high water when the life-savers made their first effort to launch a boat. The boat no sooner caught the water than she was flung backward on her stern and her crew were hurled into the air.

After several more strenuous experiences of the kind the life-savers decided they must wait for low water. The tug Lykens hovered about the scene of the disaster until 3 o'clock, when she turned about and steamed for Provincetown.

**Fleet Blotted Out.**

The skipper of the Lykens figured on a westerly gale when he left Vineyard Haven with his tow yesterday. He passed over Nantuxet Sound during the afternoon. When he got to the cape a strong wind was blowing and the sea was running high. The Lykens and her tow could be made out from the life-saving stations as far up the cape as Nantuxet Sound, but the Lykens and her tow were soon lost to sight.

**SEASP. UN. SCHOONER**

**FAST OFF BARN CAT.**

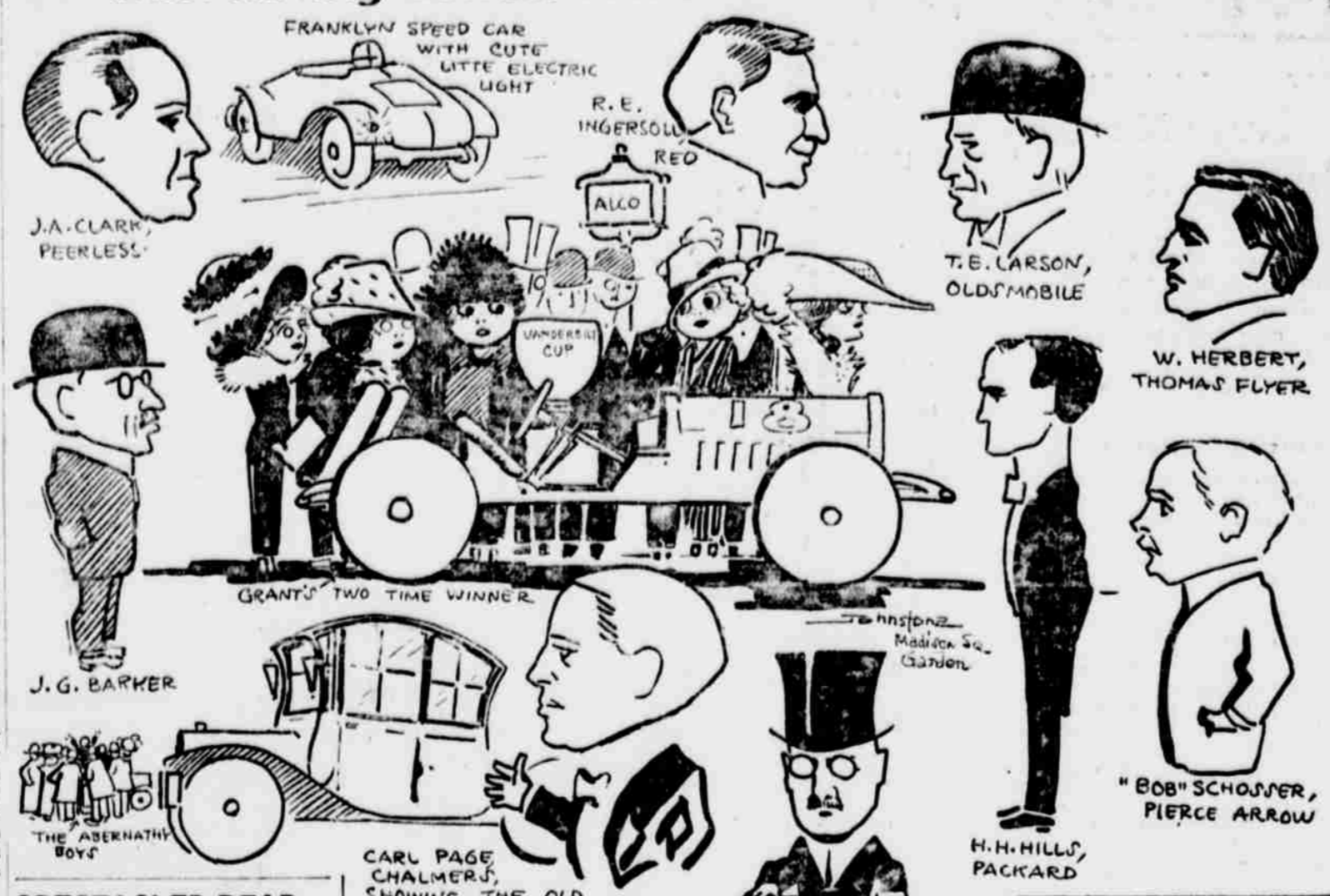
ATLANTIC CITY, N. J., Jan. 10.—The three-masted schooner Harold H. Housley, Capt. G. W. Housley, was seen at a shoal south of Housley Light early today, and there is danger of her being blown to pieces in the gale.

The schooner was in trouble at night, she was driven from her anchor and drifted along the shore till she struck the reef. It was bright moonlight when she struck into difficulties. The life-savers from Peaked Hill, Race Point and Highland Light turned out and stood by to render assistance if the schooner gave any signs of breaking up.

The life-savers were still on the job today, but with the gale having blown to the east and eased down in velocity the sea became much smoother. At high tide an effort was made to float the schooner, but failed.

The skipper then exchanged signals with the life-savers, requesting that a tug be sent for. The life-savers sent for wrecking tugs and also notified the Treasury Department, which gave orders that the revenue cutter Seneca, detached destroyer, should be sent down from New York to the aid of the schooner. Word was received

## Some Motor Car Experts and New Machines Attracting Attention at the Automobile Show



### SPECTACLED BEAR LICKS HIS HAND, THEN SWATS HIM

Surprise for Curator Dilmars  
From Companion of His  
Auto Ride.

Frederico Pichinchi Pantolico of Ecuador, who arrived last evening on the Panama liner Colon, was met by Curator Raymond L. Dilmars and escorted in an automobile to the big estate known as the Bronx Zoo, where he is henceforth to reside.

Owing to the fact that he wore a fur coat and had something that looked wonderfully like goggles on his nose, it is not strange that the distinguished arrival was mistaken for a chauffeur and has received that appellation as a nickname. Frederico, who is the namesake of the director-general of the military prison at Quito, Ecuador, is the famous spectacled bear who was captured by twenty military prisoners and presented by Blar H. Bronson, international sportsman, to the Bronx Zoo.

The bear's coat is perfectly black, with the exception of a ring of white fur around each eye and connected over the bridge of the nose in a way to give the illusion of spectacles.

Curator Dilmars tried in vain for an hour after the arrival of the liner to get an express company to transport Pantolico from the Bronx, but owing to the splendid work of his press agent not an express driver would undertake the job. Then the curator, accompanied by Elwyn E. Sanborn, official photographer of the Zoo, went down to the pier in his automobile and gave the Ecuadorian a joy ride up Manhattan Island. It was already dark when they reached the Zoo. The bear was put in the mammal house for the night.

Ten o'clock this morning was thought to be a considerable one for awakening the newcomer, and at that time Photographer Sanborn, with a camera, Curator Dilmars, Headkeeper Charles Snyder and other keepers called to transfer him to more commodious quarters.

Mr. Dilmars began to pet the animal, rubbing its nose. "Nice old chap," said Dilmars, and the bear licked his hand affectionately.

"He's not so bad as he has been painted," continued the Curator. Then opened the cage and stepped in. It was the moment for which Frederico Pantolico had waited for weeks, and he promptly stood up to the full height and gave the Curator a wallop in the solar plexus. His companion pulled him out of the cage and slammed the door.

After Mr. Dilmars had received his lesson, he gave Frederico a good old-fashioned spanking. The animal, who had been waiting for weeks, then stood up to the full height and gave the Curator a wallop in the solar plexus. His companion pulled him out of the cage and slammed the door.

### BIG AUTO SHOW SOCIETY RIVAL OF HORSE SHOW

Garden Crowded by Men and  
Women Prominent in  
Fashionable World.

The big crowds at the automobile show in Madison Square Garden today and yesterday prove that it has come to be next to the Horse Show as a social attraction.

There is none of the confusion and bustle now that was evident at the opening Saturday night, and the crowds are steadily increasing. Many men and women prominent in fashionable and professional life were on hand at the opening, but last night was a banner night.

Col. John Jacob Astor was one of the earliest visitors, but he did not remain long, saying that he would come again to take a more careful look at the cars. His first visit, he said, was only for a quick look about to get a general idea of the show. Vincent Astor, son of the Colonel, came also and made a long stay, accompanied by E. Townsend Burden and William K. Vanderbilt Jr. Vincent Astor is going to be an enthusiastic over motor cars as is his distinguished father. He posed his face into the interiors of many cars and made some comments on what he observed to Mr. Vanderbilt.

Many Titled Visitors.  
Another interested visitor was John E. Roosevelt, who has kept close tabs on everything that has to do with automobiles since the earliest days of the industry.

Among those who made several tours of the exhibit was Lord Robert Alastair Innes-Ker, the brother of the Duke of Roxburghe, who married Miss Goelet Vanderbilt, an American heiress. Other visitors were the Duke of Richmond and Count Jean de Monceau, who are visitors in the city. Earl Grey, the Governor-General of Canada, has made known his intention of looking over the show today or tomorrow.

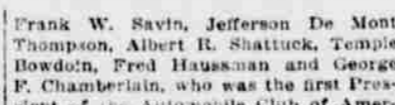
Other visitors at the Garden yesterday were: James L. Breesee and Sidney Breesee, sons of Lady Innes-Ker; Jesse L. Straus and Percy Straus, who recently purchased a new car; and others.

Going to and from their country seats in their cars, many of the country gentlemen and women were seen in the city.

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B.W. TWYMAN, E.M.F. CO.



C.D. FORD EXPLAINING THE NEW STODDARD-DAYTON SEDAN CHAIR CAR.

Frank W. Savin, Jefferson De Mont Thompson, Albert H. Shattuck, Temple Bowdoin, Fred Hausman and George F. Chamberlain, who was the first President of the Automobile Club of America.

Hives of Industry.  
From out of town were seen John B. Steiner and W. C. Smith of Philadelphia. Mr. and Mrs. W. Campbell Clark of Newark and J. C. H. Pinney of Morris-town, N. J.

The Abernathy boys attracted lots of attention at the Brush runabout booth. The boys are in khaki suits in the daytime and full evening dress in the evening, and were kept very busy telling spectators about their long trip in a Brush car. These youngsters drove a Brush more than 2,500 miles last summer and fall, from New York to their home in Oklahoma, and are at present using one in the congestion of city traffic during their stay in New York. They listen to the extremely loud directions of the boys one cannot but be impressed with the ease of operating a car.

Several men prominent in the automobile industry who had not arrived in the city in time for the opening of the show Saturday night were on hand yesterday, and every one had comments to make on the line of the show. R. C. Hupp, general manager of the Hupp Motor Car Company, had a few interesting remarks to make last night at the Hupp booth.

"The automobile business," he said, "is passing through its first real period of readjustment."

Justice Putnam remarked that if any part of these allegations were true a sojourn in Raymond street jail would not hurt Romanoff much.

Here is the chronological list of the events on account of which Yetta thinks she ought to have damages.

March, 1906—He was introduced.

April, 1906—He asked me to marry him.

May, 1906—I said "yes."

May, 1906—He told me he had no money and asked me to advance his board bills until he could marry. I did.

March, 1908—He told me he found he was no good at a trade. I lent him \$200 to go into the commission business, still paying his board.

August, 1908—Gave him some more and he said he would marry me on Christmas, 1908.

December, 1908—Asked me to postpone wedding to August. Gave him more money.

August, 1910—Asked me to postpone to Christmas.

November, 1910—Borrowed \$50 to buy me a wedding present.

Christmas, 1910—Told me he could not marry me and said he had a right to change his mind. Asked him for my money and he said he didn't have it.

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### YETTA'S SCHEDULE SENDS ISRAEL TO BROOKLYN JAIL

An order of arrest for Israel Romanoff was issued by Justice Putnam in the Supreme Court, Brooklyn, today on allegations contained in a suit for \$5,000 damages for breach of promise brought against him by Yetta Wolfman of No. 121 Williams avenue, Brooklyn.

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## COINER TRAPPED ABOARD LINER IS SOON CONVICTED

Cesar Paoletti of Leshorn, Italy, was quickly found guilty by a jury in the United States Circuit Court today on a charge of doing a wholesale business in imported counterfeit \$5 notes of the Mechanics and Metals National Bank of No. 33 Wall street.

Paoletti fell into the trap set by Peter Rubano, one of Chief Richard H. Taylor's Secret Service agents, who used Pietro Mattola, a sort of "Léle Buttercup" to the Italian line fleet at the Brooklyn docks, to catch his man. Mattola had been watching Paoletti and he asked Mattola about him. Mattola told him. Then, on his next visit to the Italia, Dec. 4 last, he told Paoletti he had a banker friend who would like to invest at \$1.75 each in the \$5 counterfeits, and Paoletti let him have two samples at \$1.25 each, to show to his "banker friend."

Rubano told Mattola to bring Paoletti to him at his Bleeker street bank next day. Mattola kept the appointment. "Banker Rubano's" fellow Treasury agents, John J. Henry and A. R. Preuxter, happened to be lounging on the corner and when Rubano came up they arrested the importer of counterfeits.

Two thousand five hundred dollars worth of the counterfeits were found in Paoletti's bank in the Italia. The jury heard the story and in ten minutes brought in a verdict of guilty. Paoletti will be sentenced Jan. 17.

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